

SB

483

Q8M3

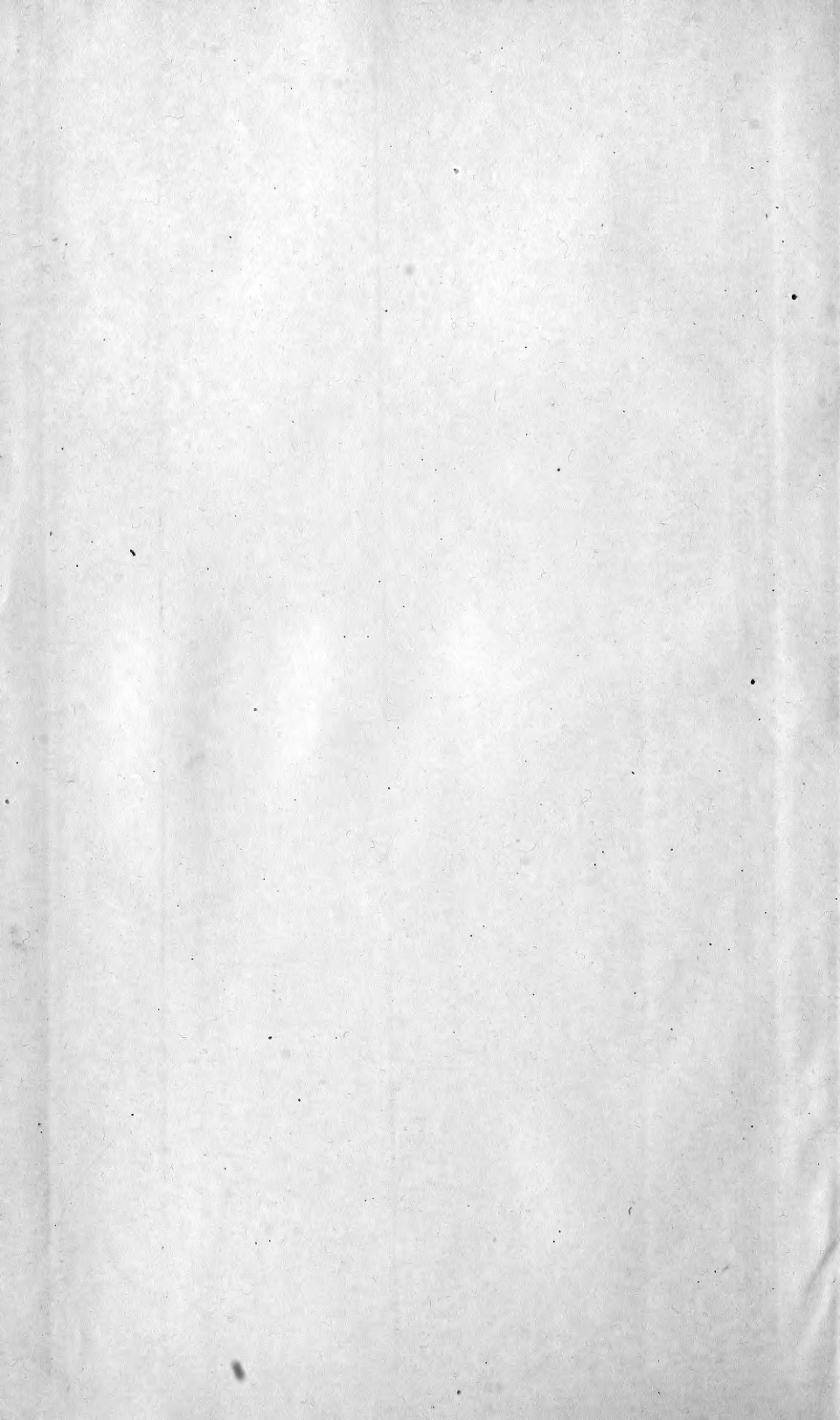


Class SB483

Book Q8M3







The Commonwealth of Massachusetts.

Lake Quinsigamond commission.

REPORT OF COMMISSIONERS APPOINTED TO
INVESTIGATE AS TO THE FEASIBILITY
AND PROBABLE COST OF TAKING LAKE
QUINSIGAMOND AND ITS SHORES FOR A
STATE RESERVATION.

To the Honorable Senate and House of Representatives.

The undersigned, a commission authorized and directed by chapter 529 of the Acts of 1911 to consider the feasibility and cost of taking Lake Quinsigamond with its shores as a reservation, beg leave to report as follows:—

The act under which this report is made is as follows:—

AN ACT TO PROVIDE FOR AN INVESTIGATION AS TO THE FEASIBILITY
AND PROBABLE COST OF TAKING LAKE QUINSIGAMOND AND
ITS SHORES FOR A STATE RESERVATION.

Be it enacted, etc., as follows:

SECTION 1. The governor, with the advice and consent of the council, shall appoint three persons, residents of the county of Worcester, who shall investigate the feasibility of taking Lake Quinsigamond, so-called, in the city of Worcester and the town of Shrewsbury, with its shores and sufficient approaches thereto, and maintaining it as a city, county or state reservation. They shall report to the next general court, not later than January fifteenth, stating the probable cost of the said taking, and they may expend a sum not exceeding five hundred dollars in carrying out the provisions of this act.

SECTION 2. The expenses hereunder shall be paid out of an appropriation for that purpose made by the county of Worcester.

SECTION 3. This act shall take effect upon its passage. [*Approved June 6, 1911.*]

In pursuance of the authority thus conferred, the commission has given two public hearings, one at the council chamber of the city hall, Worcester, on the fifth day of October, 1911, and one at the hall of the Worcester Board of Trade on the fourth day of January, 1912. Conferences have been held with the selectmen of Shrewsbury and with a business men's club of the same town; numerous conferences have also been held with many residents and land owners upon the shores of the lake; with representatives of clubs at the lake and with citizens of Worcester and Shrewsbury. The lake and its environs have been inspected by the commission, and they have availed themselves of the investigation and report of Mr. Arthur A. Shurtleff, landscape architect, of Boston.

Accompanying this report are two maps showing the lake and so much of the shore as includes the adjacent highways. Map A indicates the location and extent of private ownership by numerical reference to the accompanying index of owners, and map B forms part of the accompanying report made to the commission by Mr. Arthur A. Shurtleff.

Also accompanying this report is a list of private owners, numerically arranged, to serve as an index to the numbers on map A; 22 photographs giving views of the lake and its residential development, and communications from boat users, residents and from citizens representing public or private interests at the lake.

The duties imposed upon the commission are limited to a consideration of the feasibility and cost of a city, county or State reservation at Lake Quinsigamond, thereby implying its desirability. It will not be irrelevant, however, to review some of the conditions existing at the lake, as they were an important factor in arriving at this report as justifying its recommendations.

Lake Quinsigamond occupies a narrow basin about 5 miles in length, lying in a northerly and southerly direction be-

tween the city of Worcester and the town of Shrewsbury, both in the county of Worcester, and extending from Lincoln Street on the north to Harrington Street on the south. The dividing line between Worcester and Shrewsbury extends lengthwise the lake, with the greater part of its surface in the town of Shrewsbury. A highway encompasses the lake in some places close to its shores, and in others several hundred feet distant. An artificial causeway divides the lake nearly midway its length, having a single bridge over a narrow and shallow channel, which furnishes the only water communication between the divided portions of the lake. The causeway supports a road forming part of the main thoroughfare between the eastern and western portions of the State, supplanting the old colonial highway, or "great road," between Massachusetts Bay and the Connecticut River, passing the north end of the lake. This thoroughfare is now the main or trunk line for automobiles between New York and Boston. The causeway also contains a single track electric railway which is used jointly by a line between Worcester and the city of Marlborough, by a local line from Worcester along the shore of the lake on the Shrewsbury side, and by the cars of the Boston & Worcester Electric Railroad.

At the north end of the lake is a smaller body of water, known as Indian Head Pond, emptying into the lake. At the south end is a natural pond, known as Flint Pond, and several communicating bodies of water, having ragged and irregular outlines created by the flowage of low lands in raising the water of the lake by a manufacturing establishment upon the stream forming the outlet of the lake.

Quinsigamond lake is fed by springs and tributary brooks and has a depth, in much of its area, of from 50 to 100 feet. The shore is irregular, with bays and projecting headlands for the most part wooded, and rising abruptly, giving a panorama of such attractiveness as to compel from the visitor the exclamation, "What a beautiful lake!"

The waters of the lake, long a favorite rendezvous for the few, and in earlier years the scene of aquatic sports and contests, have now become the popular resort for the many, and the center of the boating interest for a populous territory.

Its present fleet comprises a steamboat line, 125 motor boats, about 2,000 rowboats and canoes and several steam launches for hire. These ply the lake wholly free from restriction or regulation of any sort, each boatman being a law unto himself. The congestion in the narrow and most frequented parts of the lake and the absence of boating regulations renders navigation extremely unsatisfactory and for small boats and canoes, unsafe. Fatalities are numerous, with no organized or efficient provision for rescue or restoration in case of accident. The discordant sounds of unmuffled motor boats and the boisterous revelry of the inconsiderate, or evil disposed, give abundant evidence of that license which immunity from all police restraint encourages. Under present conditions the waters of the lake, owned by the Commonwealth and environed by scenery unexcelled among the many beautiful lakes of New England, will soon cease to be a pleasure resort for the peaceable and law-abiding, if not a menace to public order and public morals.

Adequate police regulation and control, exercised by some authority having jurisdiction over the entire surface of the lake, with proper equipment for the saving of life from drowning, seems to the commission to be urgently demanded as a necessity for the promotion of public enjoyment of the lake and for the preservation of public order.

North of the causeway on the Worcester side are three publicly owned tracts bordering upon the lake. One is owned by the Commonwealth for a State hospital; a second by the Worcester Natural History Society for a summer camp of instruction in nature study, and the third by the city of Worcester as a home for its poor. Neither of these three tracts, nor any of the shore north of the causeway on the Worcester side, is open to the public, except a narrow strip extending a short distance north from the causeway between Lake Avenue and the lake, and including what is known as Regatta Point which, by legislative enactment, has been placed under the control of the park commissioners of the city of Worcester. South of the causeway on the Worcester side, a tract of 110 acres bordering upon the lake is owned

by the city of Worcester as a public park, known as Lake Park. With the above exceptions the entire shore of the lake upon both the Worcester and Shrewsbury sides is privately owned.

Two pleasure resorts, privately operated, are located on the Worcester and Shrewsbury shores adjacent to the causeway, known respectively as Lincoln Park and the White City. Sixteen clubs, with a substantial membership, occupy owned or leased club houses of attractive appearance. Nearly the entire shore line not now occupied by buildings, or publicly owned, has been subdivided into house lots and placed upon the market. Upon many of these are residences, either for summer use or all the year occupation, of slightly appearance and with cleanly and well-kept surroundings. Many of the bungalow type of recent erection are architecturally pleasing. Some, however, show that little attention has been given to conserving the attractiveness of the lake, or to sanitary or æsthetic considerations. In some sections the buildings are unduly crowded; in others little regard has been given to the architecture, color, location or surroundings. In some sections shelters of temporary character and unsightly appearance, injudiciously located, despoil the lake of its beauty.

No efficient fire regulations and precautions exist to lessen the risk of conflagration in congested sections. No forestry regulations restrain the greedy or indifferent from denuding the beautifully wooded slopes of the lake. No efficient sanitary regulations safeguard the public health. No adequate police control is enforced to restrain the evil doer, or to hold in check the dissolute or irresponsible, who may seek for private gain to commercialize either legitimate pleasure or vicious indulgence.

The police jurisdiction is divided. On one side is a growing municipality of 150,000 inhabitants, with varied and costly interests to care for. On the other side is a small town of about 2,000 inhabitants of limited resources, with a scattered population almost entirely agricultural, and removed from the activities of the lake. With few common

interests and with no ability for proper co-operative action, it is not surprising that some conditions should exist not wholly creditable to the Commonwealth, and that relief should be sought, which the Commonwealth alone can afford.

Lake Quinsigamond and its wooded slopes is one of the most valuable assets among the many attractive scenes which enrich the Commonwealth. It ministers to the love of nature and to an appreciation of its charms for a large community outside its immediate vicinity. Pleasure seekers, schools, clubs and various organizations from distant as well as adjacent towns, and from the capital of the Commonwealth, are attracted thither in increasing numbers by the facilities for communication afforded by the many electric car lines, and especially by the express electric line running half-hourly between Boston and Worcester. To jeopardize its present charm, or to neglect its future development, would be inexcusable.

After taking into account the several interests involved, and in consideration of existing conditions at the lake, the commission recommends that the Commonwealth set apart a district covering the area inclosed by the boundary line indicated upon the accompanying maps, which shall be known as the Lake Quinsigamond District.

That within this district a board of commissioners shall have power, prescribed by statute, to exercise police authority in the enforcement of such rules and regulations upon both land and water as, in their judgment, the public good may require.

The proper control of the waters of the lake and the shore within the contemplated district, the commission estimates, will require an annual expenditure of \$6,000, equally divided between the lake and the shore. To equip the lake patrol will require an expenditure of approximately \$2,000 for motor boats equipped with life-saving apparatus.

The areas recommended by Mr. Shurtleff for taking by the Commonwealth, as shown on map B, comprise a narrow strip on the Shrewsbury side north of the Sanctuary, so-called, and extending partially around Indian Head Pond; a small

tract between the north end of the lake and Lincoln Street, with an adjoining triangular piece north of Lincoln Street; two tracts immediately north and south of the land of the Worcester Natural History Society, and the entire border of Flint Pond and adjacent bodies of water at the south end of the lake. The commission concurs with the recommendations and suggestions contained in the report of Mr. Shurtleff, that the areas indicated for taking on map B, accompanying his report, should eventually become the property of the Commonwealth.

In the judgment of the commission, however, the immediate purchase of this entire area does not seem imperative nor justified by a wise economy; but forest and uncultivated tracts at each end of the lake should be early acquired and dedicated to the public, sufficient to provide picnic grounds, boat landings without trespassing upon private property, fields for athletic sports and playgrounds, objective points for boatmen and canoeists, and attractive resorts for patrons of the steamboat line and the public in general; and at the same time conserve the present attractive shore line and secure the opportunity for intelligent supervision and future development. The cost of such unimproved tracts at the ends of the lake the commission estimates as \$75,000, and, in their judgment, the sum of \$12,000 will be required for their maintenance and development.

The commission, therefore, recommends an appropriation, from the revenues of the Commonwealth, of the sum of \$95,000 for the following purposes: the sum of \$75,000 for acquiring such forest and uncultivated land at the north and south ends of the lake, and within the district, as in the judgment of the commission should be at once reserved for public use; the sum of \$12,000 for the maintenance and development of land so acquired; the sum of \$6,000 for police service upon the land which may be included within the district and upon the waters of the lake, already owned by the Commonwealth; and the sum of \$2,000 for the equipment of the lake patrol.

As the police control upon the land within the district

will be largely substitutional to that already exercised by the city of Worcester and the town of Shrewsbury, the commission recommends that the Commonwealth be reimbursed for the entire expenditure for police service upon land within the district by the city of Worcester and the town of Shrewsbury, in proportion to the assessed value of the taxable property in each of said municipalities; and that any municipality having taxable property within the district which may be acquired by the Commonwealth shall be reimbursed for the loss of taxes on property so acquired.

The commission also presents a bill, accompanying this report, for carrying into effect the recommendations herein contained.

JOHN R. THAYER.

RUFUS B. FOWLER.

WILLIAM T. FORBES.

WORCESTER, MASS., Jan. 26, 1912.

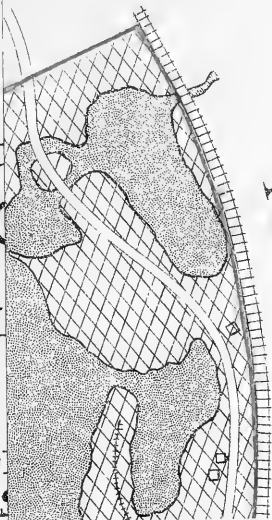
MASSACHUSETTS

AND

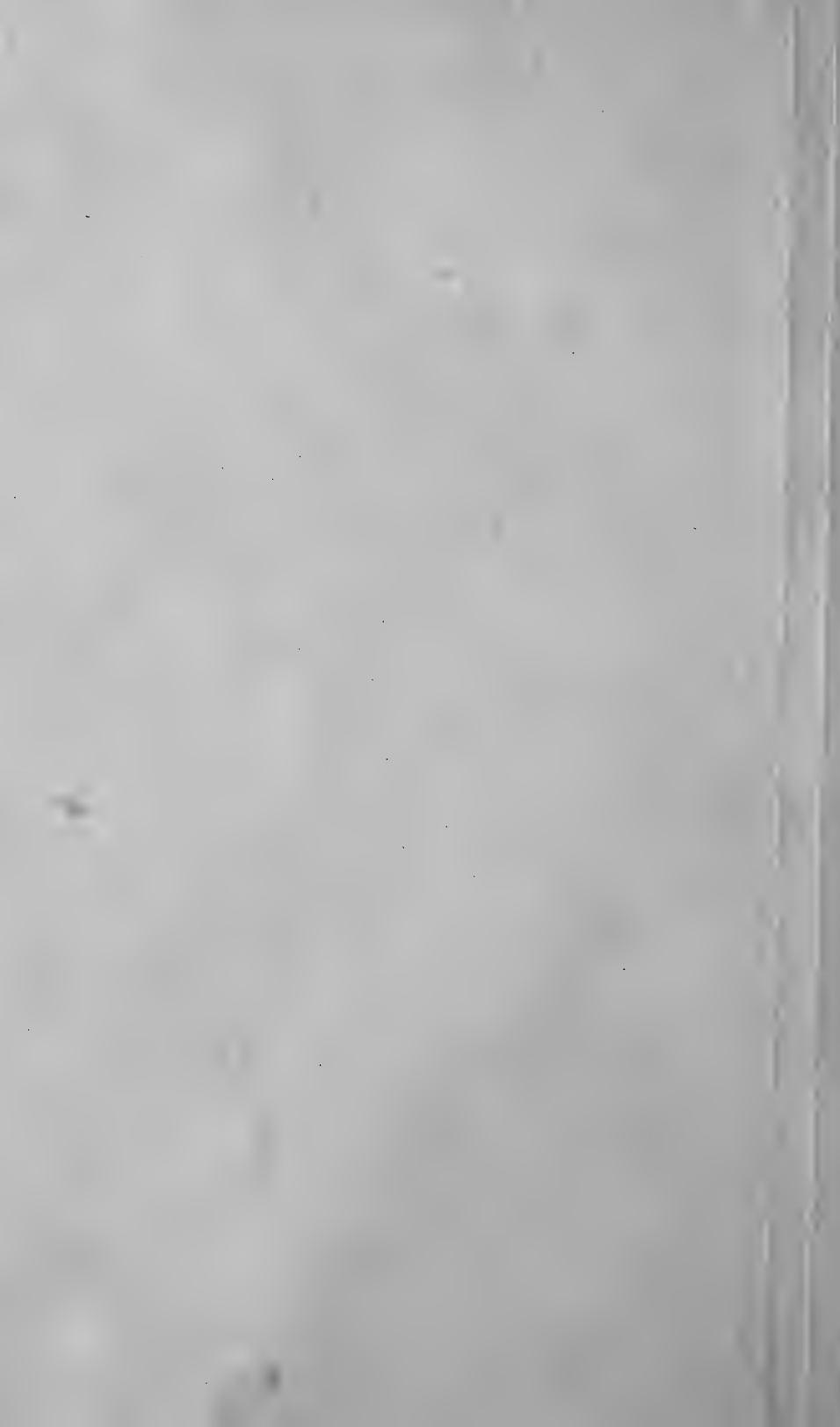
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REPORT

ONERS



BALFORD



A
COMMONWEALTH OF MASSACHUSETTS
LAKE QUINSIGAMOND COMMISSION

PLAN OF
DISTRICT BOUNDARY LINE
AND

TAKINGS
TO ACCOMPANY THE REPORT OF
THE COMMISSIONERS

JOHN R. THAYER - CHAIRMAN

RUFUS B. FOWLER - SECRETARY.

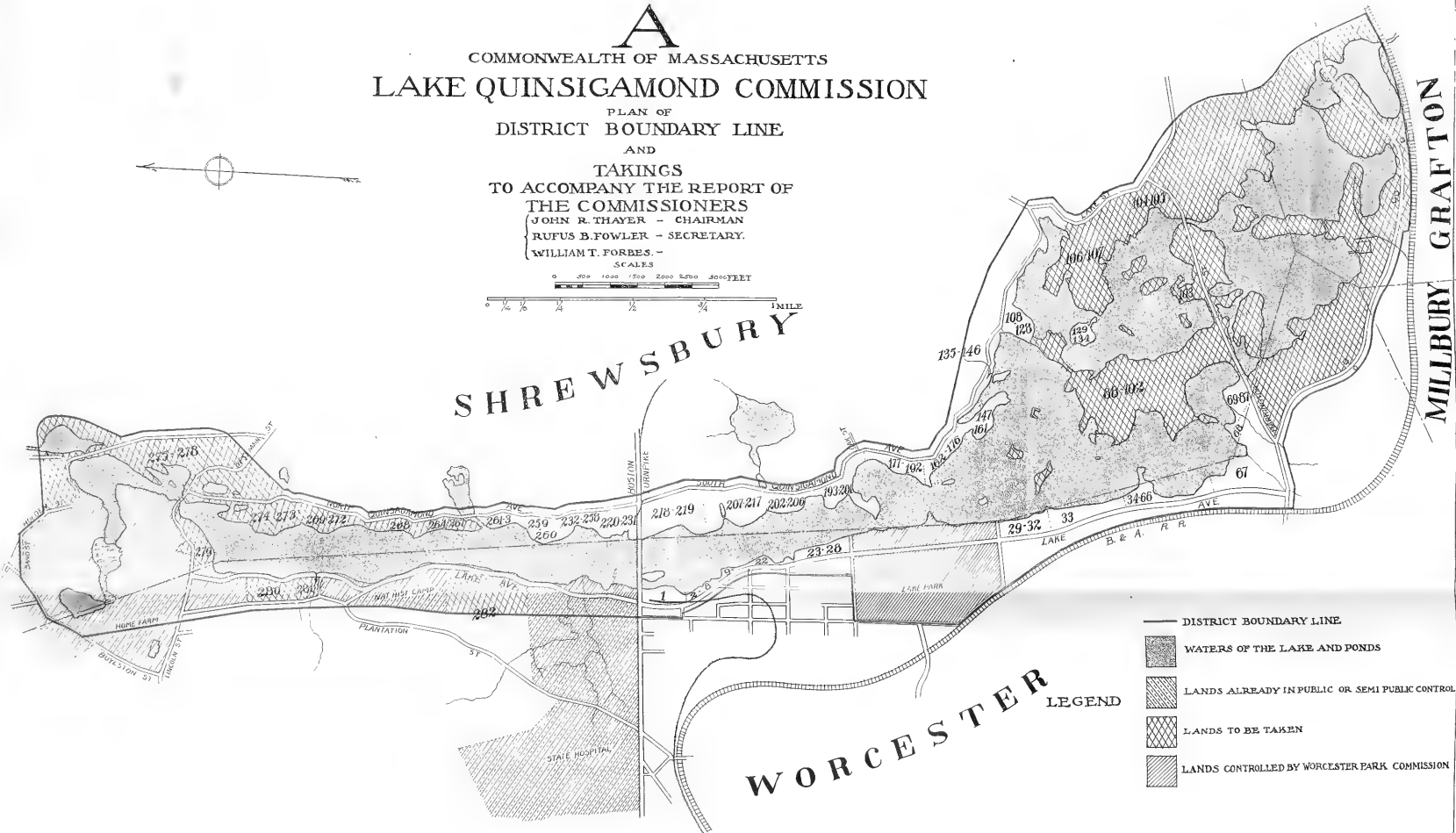
WILLIAM T. FORBES -

SCALES



SHREWSBURY

MILLBURY GRAFTON



- DISTRICT BOUNDARY LINE
- WATERS OF THE LAKE AND PONDS
- LANDS ALREADY IN PUBLIC OR SEMI PUBLIC CONTROL
- LANDS TO BE TAKEN
- LANDS CONTROLLED BY WORCESTER PARK COMMISSION

WORCESTER

ET

REPORT OF ARTHUR A. SHURTLEFF, LAND- SCAPE ARCHT. CT.

Lake Quinsigamond is now passing rapidly through a history of gradual degradation which has been the lot of many similar pleasure resorts owned by private individuals and subject to no comprehensive scheme of control. The well-known experience of Boston in parallel conditions at the Neponset River, Muddy River and at Revere Beach illustrates not only the appalling degree to which such landscapes and living conditions may finally suffer for want of needed control, but also the prompt success and lasting satisfaction which may be expected from systematic work of protection, improvement and maintenance intrusted to properly constituted commissions. Unless the public takes a hand after this manner in the preservation of the shores of the lake, this great natural recreation ground will soon be mutilated beyond repair, and a nuisance of unsanitary conditions will exist there.

A growing city rapidly modifies the natural landscapes of its environs and tends finally to destroy them absolutely. The finer such landscapes and the greater the number of persons resorting to them for recreation and residence, the sooner their destruction is brought about. Rapid, indiscriminate occupation of such territory by dwellings and the consequent removal of forest cover, the obliterating of grass land, the erosion of hillsides and the pollution of waters, automatically destroy the very beauty which at first brought the householder and the visitor to it. The destruction of this beauty and the decline of its associated recreative attractiveness usually brings about a shift in population; old residents move away, land is further subdivided and dwellings increase rapidly. When this shift brings in permanent resi-

dents with stores, schools, churches, proper streets and sewers, desirable living conditions naturally follow. When, on the contrary, this shift brings in a moving population subsisting upon pleasure seekers, through the operation of dance halls, theatres, eating booths, catch-penny shows and shanty homes, a public nuisance is bound to follow. A period of shift of this kind has begun at Lake Quinsigamond. Its famous landscapes, though still largely intact, have suffered serious inroads by the destruction of woodland, filling of shores, burrowing of banks, construction of shacks and other works. Changes of this kind which have taken place during the last three years about the lake show clearly that, unless some check is exercised by the public the landscapes of this water sheet will soon be hurt seriously, and a rapid exodus of the more permanent residents will follow. The incoming tide of cheap amusements, dance halls and shanty homes, with their unsanitary living conditions, may then be expected to gain complete control as the larger estates change hands and are cut up into petty camp sites. The need of public control is plain; it should be secured before devastation has proceeded to an extreme and while unoccupied land can be acquired at moderate cost.

The report of the commissioners discusses at length a plan of district control, which, if put in operation, would conserve the beauty and usefulness of the lake and leave in the hands of the present owners the greatest individual freedom for the development of their land compatible with the interests of the public at large. This plan should be of especial interest to the individual property holders, because it offers them the only assurance for keeping intact the charms of the lake, for its sanitation and for its public safety. The perpetuation of private ownership upon the immediate lake shores, if properly guarded, should tend to advance rather than to injure the attractiveness of the lake landscapes. In the course of time attractive villas and clubs are likely to be built upon such holdings, making pleasing and lively contrast with the adjoining woodlands and with extensive public lands at the extremities of the lake. In my opinion the tak-

ing of large tracts of unimproved land at the northern and southern ends of Lake Quinsigamond is very essential to a farsighted policy for the preservation of its landscapes. The northern territory is remarkably interesting topographically, and abounds in fine woodland upon abrupt knolls. The southerly ramifications of the lake in Flint Pond are also exceedingly fine, but less abrupt in character, and afford fine opportunity for extensive playfields and picnic grounds. A large part of these lands at both extremities of the lake are unsuitable for building purposes, either owing to their extraordinary steepness or their low marshy character. These very characteristics, however, recommend them for park purposes. I have examined these tracts in detail, and I indicate upon the accompanying plan the limits of the takings which seem to me desirable.

I also strongly advise the taking of the several islands in the lake which are united by Harrington Street. These islands and adjoining peninsulas, if owned by the public, would provide needed recreation grounds for a constantly increasing pleasure-going community, and, at the same time, would afford the best protection to the wider water views of the lake. The smaller islands are less essential for recreative use, but, as time goes by, they will become more important features in the lake prospects. Some of them might be acquired later if need be, but others should be allowed to become sites for attractive villas or boat clubs under the supervision of a commission.

There is a long, narrow reach of picturesque and exceedingly steep-wooded shore between the lake and Quinsigamond Avenue, north of the Sanctuary, which is not suited to building operations, but which contributes in an important way to the romantic landscapes of this part of the water sheet. It is essential to prevent shacks from gaining a further foothold upon this territory, and I strongly recommend takings from the Sanctuary northward to Seal's Head Bay, as indicated on the plan. Takings immediately south and north of the Worcester Natural History Society's park and on Lincoln Street also seem to me important. These lands lie so

close to the water's edge that their development cannot wisely be left to individual owners.

The outlines of the Quinsigamond Lake District have been studied with a view to include the smallest possible amount of territory commensurate with a proper protection of the lake for the purposes which the commission discusses fully in its report. Along the borders of Quinsigamond Avenue this district line is drawn with few exceptions at a uniform distance of 100 feet from the easterly side line of the street. Near Old Faith and Duck harbor the line swings considerably further toward the east, in order to protect shores which are exceedingly narrow and above which small shacks are now perching on an extended high terrace. In the vicinity of Flint Pond, where land is unimproved and inexpensive, the district line is drawn at a greater distance from the water. It follows the railway track closely to the vicinity of the ice houses ¹ and then returns to the North Grafton Road at a minimum distance of 100 feet. Adjoining Lake Avenue the district line follows the railroad tracks as far as the Circuit Road, and then returns to the neighborhood of the lake as indicated. Following the line of Coburn Avenue at its northerly end, the district line is carried directly to the westerly margin of the Worcester Natural History Park, from which point it makes a circuit of the northern end of the lake, conforming closely to topographical lines and highways, and finally returns to the margin of Quinsigamond Avenue just inland from Summer Point.

The establishment of these functional lines, combined with the takings of land recommended under the guardianship of a well-constituted commission, should secure to the public for all time the beauty and highest usefulness of the lake.

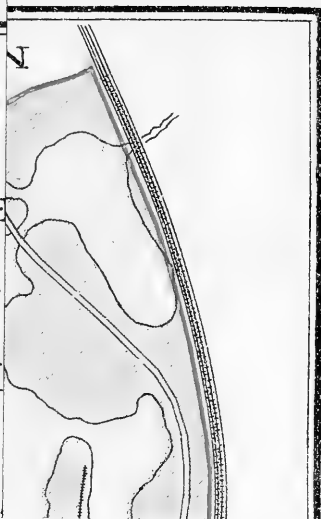
Respectfully submitted,

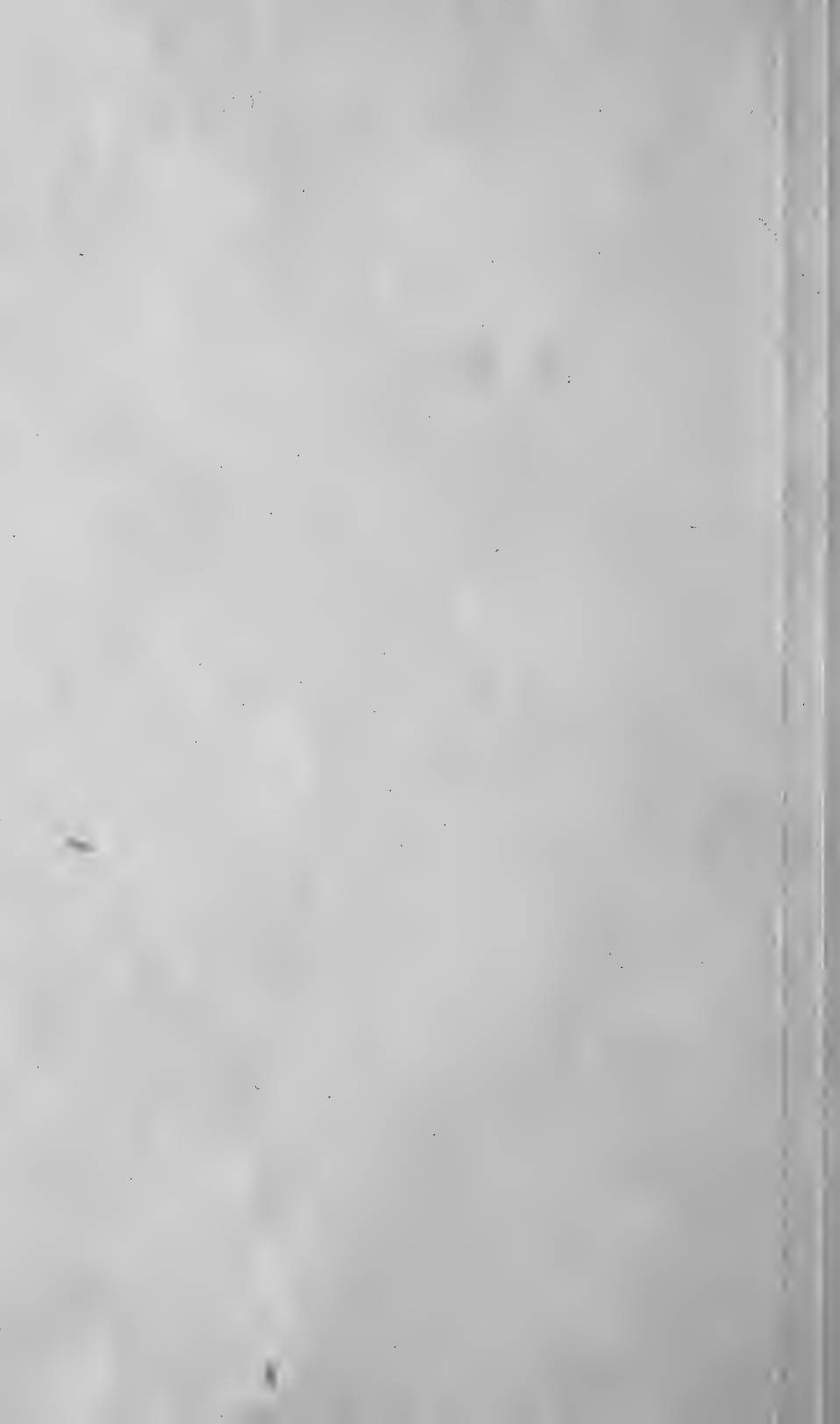
ARTHUR A. SHURTLEFF.

JAN. 12, 1912.

¹ These buildings, with proper restrictions, might be allowed to continue their business operations for many years.

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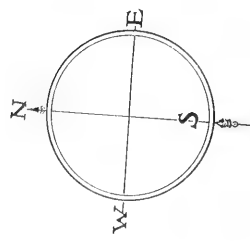
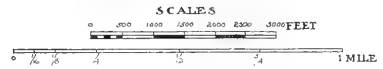
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COMMONWEALTH OF MASSACHUSETTS LAKE QUINSIGAMOND COMMISSION

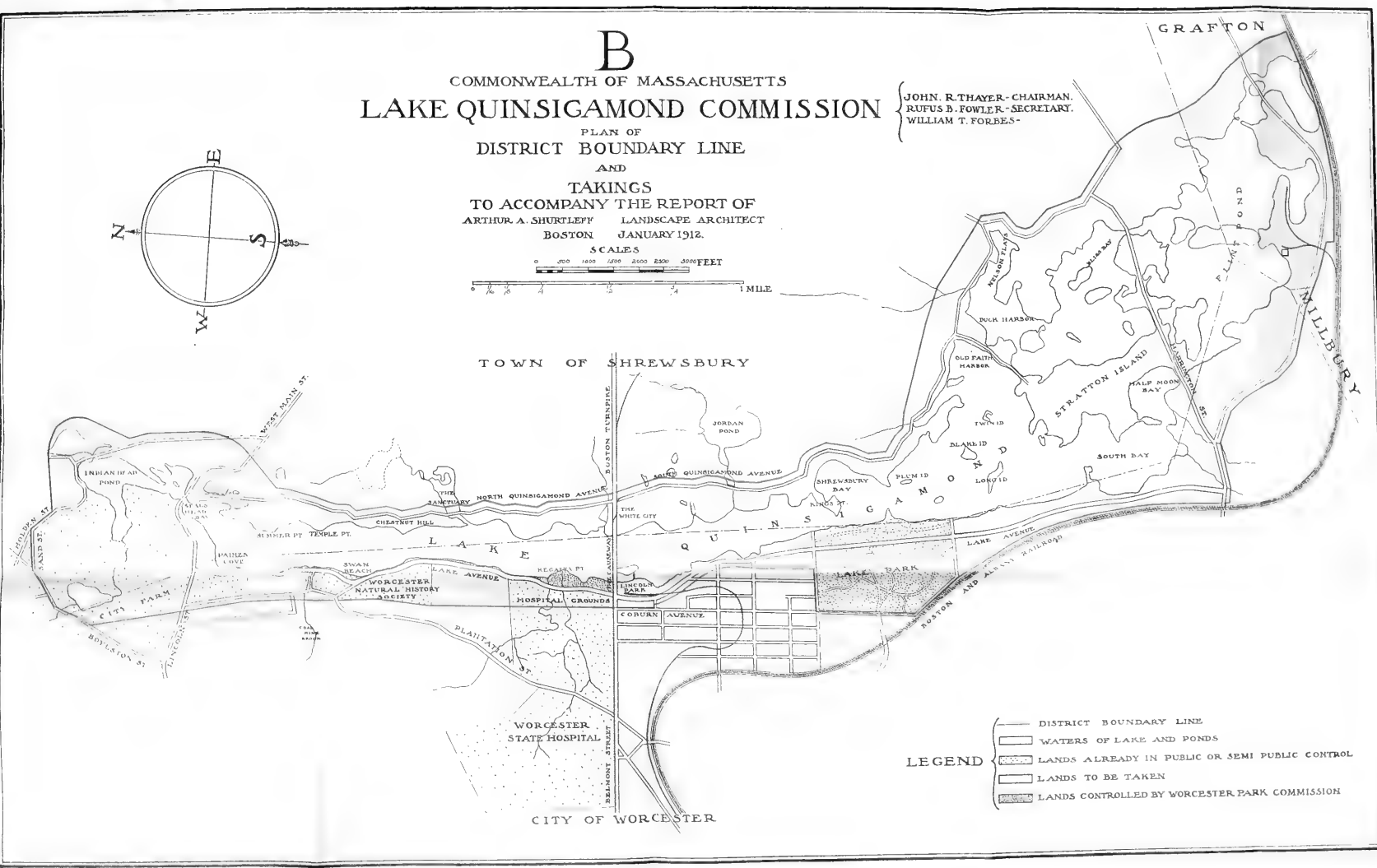
{ JOHN. R. THAYER - CHAIRMAN.
RUFUS B. FOWLER - SECRETARY.
WILLIAM T. FORBES -

PLAN OF DISTRICT BOUNDARY LINE

AND
TAKINGS
TO ACCOMPANY THE REPORT OF
ARTHUR A. SHURTLEFF LANDSCAPE ARCHITECT
BOSTON JANUARY 1912.

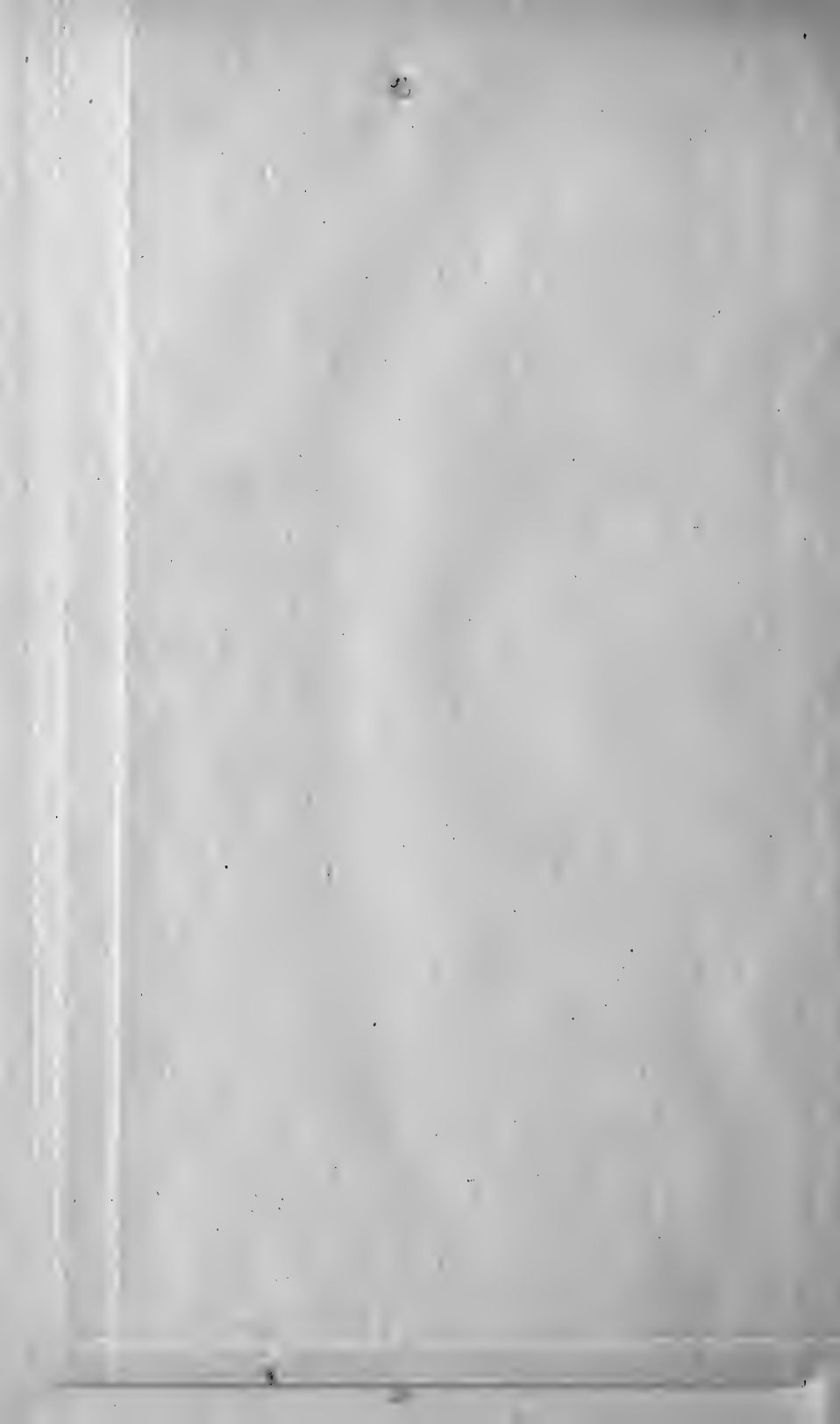


TOWN OF SHREWSBURY



CITY OF WORCESTER

- LEGEND**
- DISTRICT BOUNDARY LINE
 - WATERS OF LAKE AND PONDS
 - ▨ LANDS ALREADY IN PUBLIC OR SEMI PUBLIC CONTROL
 - LANDS TO BE TAKEN
 - ▨ LANDS CONTROLLED BY WORCESTER PARK COMMISSION



APPENDIX A.

INDEX TO PROPERTY OWNERS ON THE SHORE OF LAKE QUINSIGAMOND, ARRANGED NUMERICALLY, CORRESPONDING WITH NUMBERS ON ACCOMPANYING MAP A, BEGINNING ON THE SOUTH SIDE OF THE CAUSEWAY ON THE WORCESTER SIDE OF THE LAKE.

- | | |
|-----------------------------|-----------------------------|
| 1. Lincoln Park. | 34. — Howe. |
| 2. Mabel C. Crandall. | 35. — Tebeau. |
| 3. A. A. Coburn. | 36. — Holidg. |
| 4. H. H. Bigelow heirs. | 37. John W. Heal. |
| 5. City of Worcester. | 38. — Gilmore. |
| 6. Lakeside Boat Club. | 39. Michael Valva. |
| 7. H. H. Merriam, trustee. | 40. Joseph M. Curran. |
| 8. Y. M. C. A. | 41. Fred J. Moran. |
| 9. Jesse J. Coburn estate. | 42. Dennis Tracy. |
| 10. West Shore Association. | 43. H. H. Bigelow estate. |
| 11. Victor G. Gauthier. | 44. John Olson. |
| 12. Sinai Letieq. | 45. Olof Person. |
| 13. Hattie L. Hooper. | 46. — Enberg. |
| 14. Andrew J. Hooper. | 47. H. H. Bigelow estate. |
| 15. Frederick H. Greenwood. | 48. Anderson & Olson. |
| 16. Wm. I. Mitchell. | 49. — Hedstrom. |
| 17. James W. Fernald. | 50. — Lundwall. |
| 18. George E. Hapgood. | 51. H. E. Johnson. |
| 19. Walker Ice Company. | 52. H. H. Bigelow estate. |
| 20. Engelbrekt Club. | 53. Chas. Vilandre. |
| 21. W. Atlee Putnam. | 54. Charles C. Carlson. |
| 22. Mary F. Washburn. | 55. H. H. Bigelow estate. |
| 23. Quinsigamond Boat Club. | 56. Margaret B. Smith. |
| 24. Chester E. Greene. | 57. Albini Belisle. |
| 25. Louisa A. Greene. | 58. William Baker. |
| 26. John F. Smith. | 59. Arthur W. Wilson. |
| 27. Elroy A. Chase. | 60. Ellen B. Tuttle. |
| 28. Harry M. Winchester. | 61. Johanna C. Stohlberg. |
| 29. M. E. D. Stoddard. | 62. Anna M. Trulson. |
| 30. Amy L. Stoddard. | 63. Everett W. Durgin. |
| 31. Y. M. C. A. | 64. Louis E. Booth. |
| 32. George C. Moss. | 65. Florence E. Durgin. |
| 33. H. H. Bigelow estate. | 66. West Shore Association. |

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| 67. Point D. and O'Hara's line. | 108. Robert Farrington. |
| 68. M. J. O'Hara. | 109. Fred J. Stone. |
| 69. J. Alfred Johnson. | 110. John Dohalm. |
| 70. Albin Sjostrom. | 111. English Social Club. |
| 71. Oscar Smith. | 112. Nils Vendt. |
| 72. Walter H. Bosworth. | 113. Samuel Maxwell. |
| 73. Fred and Albert Johnson. | 114. John Buckley. |
| 74. John A. Bohlin. | 115. Carl E. Carlson. |
| 75. John Johnson. | 116. John Hjort. |
| 76. Jonas Johnson. | 117. Alfred Jordan. |
| 77. Sophia Oslund. | 118. Joseph H. Oliver. |
| 78. Gilbert Sunberg. | 119. Lillian Ramsdell. |
| 79. Hanah Dohorne. | 120. Joseph B. Thayer. |
| 80. Conrad Sponberg. | 121. Fridolf Spets. |
| 81. Ernest Dahlstrom. | 122. Eli L. Belisle. |
| 82. F. J. Bosquet. | 123. Joseph B. Babbit. |
| 83. F. W. Wheeler. | 124. Sarah J. Crosbie. |
| 84. Victor Roland. | 125. Carl J. Ekstedt. |
| 85. Carl J. Ekstedt. | 126. Finlayson Flax Spinning
Company. |
| 86. Sophia Qvarnstrom. | 127. Fred J. Stone. |
| 87. Fred J. Stone. | 128. Oscar P. Hall. |
| 88. Commercial Transportation
Company. | 129. John Johnson. |
| 89. Elizabeth P. Bond. | 130. Carl Hanson. |
| 90. Crescent Club. | 131. Wilhelm Ekstrom. |
| 91. Alexander Dupree. | 132. Christina Sunberg. |
| 92. Franklin S. Fay. | 133. Carl J. Ekstedt. |
| 93. Peter Hamel. | 134. K. Ivan Schonning. |
| 94. Rudolph Libby. | 135. Augustus Salgren. |
| 95. Catherine McAvey. | 136. John Johnson. |
| 96. Eliza J. Newton. | 137. John Loff. |
| 97. Jesse O. Norcross. | 138. Sarah A. Oliver. |
| 98. Joseph Rhodes. | 139. Anglers Club. |
| 99. William Van Deventer. | 140. Joseph H. Oliver. |
| 100. Mrs. Joseph G. Vaudriel
heirs. | 141. Robert Farrington. |
| 101. Jessie Smith. | 142. Gustaf W. Krantz. |
| 102. Finlayson Flax Spinning
Company. | 143. John J. Crehan. |
| 103. Frederick and Levi F.
Flagg. | 144. Charles J. and Wadla A.
Berg. |
| 104. Henry Bartlett heirs. | 145. James H. Hollinrake. |
| 105. Warren D. Hobbs. | 146. Everett W. Woodhead. |
| 106. Charles E. Hicks. | 147. Fred J. Stone. |
| 107. Mary S. Hastings. | 148. Charles Nord. |
| | 149. Frank A. S. Morse. |
| | 150. Charles B. S. Jackson. |

151. Samuel May.
152. Ethel M. Welt.
153. Joseph Joubert.
154. Lena Loiseau.
155. Caroline Wright.
156. Fannie M. Holmes.
157. Addie J. Whittemore.
158. Stella A. Crandall.
159. Sarah L. Ramsdell.
160. Sadie H. Bartlett.
161. Arthur H. Leblanc.
162. Joseph Paradis heirs.
163. Mrs. Alexander C. Dapper.
164. Charles F. Joubert.
165. Ezilda P. Prodgin.
166. Joseph Thayer.
167. Mary A. Sears heirs.
168. Katherine Saylor.
169. George W. Kilmer.
170. Bridget Shields.
171. Anna Bouchard.
172. James C. Luby.
173. Mary Connolly.
174. James A. McDermott.
175. Elizabeth Bradley.
176. Tatassit Canoe Club.
177. George A. Goodnow.
178. Arthur Flagg.
179. Edward C. Carlton.
180. Emerence Charron.
181. Formerly J. J. Quinn.
182. Eli Belisle.
183. Octave Tetrault.
184. Peter Benaglia *et al.*
185. Henry Young.
186. Annie G. Clark.
187. Ida A. Kilmer.
188. Mrs. Thomas Daniels.
189. Social Turn Verein Club.
190. James H. Quinn.
191. Dennis T. O'Connor.
192. August Frodigh.
193. Svea Gille Association.
194. Simon G. Friedman.
195. Michael J. Connery heirs.
196. J. J. Adams.
197. J. B. Bertels.
198. ——— O'Hara.
199. H. H. Gabeler.
200. Washington Club.
201. Emily M. Guertin.
202. Catherine A. Horgan.
203. Octagon Club.
204. Martha M. Page and Kate Chaffin.
205. A. M. Powell.
206. Annie M. Ewell.
207. S. E. Lawrence.
208. Ernest Stone.
209. Formerly T. C. Rice.
210. H. G. Conger.
211. Phœbe Ehnes.
- 211½. Wm. F. Keef.
212. J. C. Bieberbach.
213. Frank P. Macomber.
214. Henry and Julia Steinecke.
215. Mabel M. Davis.
216. Addie M. Nick.
217. Nellie F. Holman.
218. H. H. Bigelow heirs.
219. Lakeside Construction Company.
220. Haas & Fenner.
221. Mrs. Louisa Fenner.
222. F. M. Haas heirs.
223. Addie M. Nick.
224. Lakeside Construction Company.
225. Boston & Worcester Street Railway.
226. Maurice W. Shannon.
227. Andrew G. Stanhope.
228. Fannie E. Verstine.
229. Oscar E. Bogren.
230. Wachusett Boat Club.
231. Frohsinn Society.
232. J. W. Wilbur Company.
233. Elizabeth M. Putnam.
234. William Forsberg.
235. Charles J. Jefferson.

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|-------------------------------------|---|
| 236. Warren E. Beard. | 260. E. D. Clark and R. W. Davis. |
| 237. H. F. Dixon. | 261. Alfred A. Parker. |
| 238. George A. Bourgt. | 262. George C. Gilmore. |
| 239. Francisco Giralde. | 263. Thomas H. Dodge heirs. |
| 240. Ora May Irish. | 264. Adeline J. Langlois and Rosalie F. Lesage. |
| 241. Henry L. Thatcher. | 265. Romeo E. Allen. |
| 242. Anna L. Hinchley. | 266. Christian O. Peterson. |
| 243. W. Frank Ahern. | 267. Romeo E. Allen. |
| 244. Timothy and Margaret Sullivan. | 268. Walter C. and Frank A. Knowlton. |
| 245. William J. White. | 269. James W. Grady. |
| 246. Arthur E. Leary. | 270. David Williams <i>et al.</i> |
| 247. George G. Barsamariam. | 271. Arthur S. Darte. |
| 248. Herbert C. Bullard. | 272. Victor C. Ekstrom. |
| 249. Lottie M. Field. | 273. Edward P. Sumner. |
| 250. Comas Giard. | 274. Frederick A. Hawes. |
| 251. Mabel Lefort. | 275. Charles J. Cook. |
| 252. Bernard O'Beirne. | 276. Fred J. Stone. |
| 253. Peter B. Benoit. | 277. Henry W. Briggs. |
| 254. Agnes Shepard. | 278. Sigfrid B. E. Peterson. |
| 255. William H. Boland. | 279. John Green. |
| 256. Luciano Manzi. | 280. Notre Dame Normal Institute. |
| 257. Scandinavian Lake Association. | 281. S. S. and James Green. |
| 258. Swedish Gymnastic Association. | 282. S. G. Curtis. |
| 259. James W. Grady. | |

APPENDIX B.

COMMUNICATIONS.

TO JOHN R. THAYER, RUFUS B. FOWLER, WILLIAM T. FORBES, *Lake Quinsigamond Commissioners.*

The undersigned owners of real estate or residents upon the shores of Lake Quinsigamond, in the town of Shrewsbury and in the city of Worcester, appreciating the need of better police supervision, and desiring that this section be made a more attractive and desirable place of residence, as well as a more orderly, safe and satisfactory pleasure and health resort for the public, approve of such State control of the lake and vicinity as will secure adequate police control, fire and forestry regulations, reasonable restrictions as to future erections, the preservation of public health and public morals, and an intelligent and wise supervision in its future development, in order that the value of property may be enhanced, the great scenic beauty and attractiveness of the lake preserved, and its public and private enjoyment increased.

John Dahlman.

John F. Hjort.

John E. Olson.

Eli Belisle.

John W. Heal.

William S. Holliday.

Fred J. Moran.

C. F. Hedstrom.

Anna Trulson.

Margaret Curran.

Alexander Belisle.

W. Atlee Putnam.

Maude S. Norcross.

Octave Tetrault.

G. W. Kilmer.

Geo. A. Goodnow.

Annie W. Ewell.

Andrew G. Spets.

Carl F. Thyden.

Fred J. Bosquet.

Ernest D. Clark.

William Crosbie.

H. H. Gabeler.

J. C. Dapper.

Carl E. Carlson.

Sadie H. Bartlett.

F. P. Macomber.

Oscar Smith.

H. E. Crandell.

Chas. H. Page.

Michael J. O'Hara.

Johanna C. Stohlberg.

Fridolf Spets.

Emanuel Krubbfeldt.

J. Alfred Nyberg.

John A. Magnuson.

Chas. E. Hicks.
 Dwight E. Clark.
 Henry E. Newton.
 George C. Gilmore.
 S. Herbert Edgecomb.
 Frank A. S. Morse.
 M. J. Sweeny.
 B. Joseph Bertels.
 Carl J. Ekstedt.
 A. E. Soulliere.
 John B. Simard.

W. A. Childs.
 John Johnson.
 Chester E. Greene.
 Frederick Nick.
 John Buckley.
 Everett W. Durgin.
 Scandinavian Lake Association,
 per Harold Werme.
 Nils Vendt.
 William Forsberg.
 Arthur S. Darte.

TO JOHN R. THAYER, RUFUS B. FOWLER, WILLIAM T. FORBES, *Lake Quinsigamond Commissioners.*

The undersigned owners and users of boats upon Lake Quinsigamond respectively represent that the ownership of its waters is vested in the Commonwealth, and that boating upon the lake has become so great that its regulation is now imperative. About 125 motor boats, a steamboat line and a large number of boats and canoes ply its waters during each season, and their number is fast increasing.

The present lack of any supervision or control deters many from the enjoyment of boating, multiplies the risk of accident and deprives the lake of needed facilities for the prevention of fatalities which occur each year. One or two patrolmen having police authority, in swift motor boats equipped with life-saving appliances, would greatly enhance the value and safety of the lake as a pleasure resort.

We ask you, therefore, to urge upon the Legislature the urgent necessity of police regulation exercised by some competent board under the authority of the Commonwealth.

Worcester Motor Boat Club,
 Arthur Burtelle, commodore.
 John W. Heal.
 Aurelius F. Wheeler.
 W. A. Van Deventer.
 Chas. D. Paterson.
 Howard Blum.
 Henry E. Newton.
 Sumner G. Cooper.
 Sidney Bergstrom.
 Harry Mills.
 Wm. A. Moffatt.

Henry E. Rathbun.
 Elmer A. George.
 Wm. L. Brown.
 Howard E. Crandell.
 Harry W. Dickinson.
 Carl Sundstrom.
 J. A. V. Michon.
 Gilbert Sundberg.
 George C. Berg.
 Oscar Pope.
 Arthur Holmes, secretary.
 C. Vernon Paterson.

WORCESTER NATURAL HISTORY SOCIETY,
12 STATE STREET, WORCESTER, MASS., Jan. 25, 1912.

TO JOHN R. THAYER, RUFUS B. FOWLER, WILLIAM T. FORBES, *Lake Quinsigamond Commissioners.*

GENTLEMEN : — The Worcester Natural History Society owns a tract of some 40 acres of land on the northwest shore of Lake Quinsigamond, called the Natural History Park.

For the past twenty-seven years there has been established there a summer camp for boys and girls, school teachers and nature students under the auspices of the Worcester Natural History Society.

As president of the society and manager of the camp from June to November, and visiting it frequently during the other months of the year, I have become quite familiar with conditions at that end of the lake. I think it would add greatly to the value of the lake to have it under proper police control.

The proposed plan to establish a district, including the lake, to be under control of a commission with authority to enforce wholesome rules and regulations, both upon the lake and its shores, meets with my approval, and I trust the area owned by the Natural History Society may be included within such a district.

Respectfully yours,

(Signed) A. H. RAYMENTON.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION,
WORCESTER, MASS., Jan. 15, 1912.

To the Lake Quinsigamond Commission, Mr. R. B. FOWLER, Secretary.

GENTLEMEN : — In behalf of the Young Men's Christian Association of the city of Worcester I desire to express to your honorable body our earnest hope that the State may consider favorably the report of your commission and accept your recommendations.

For twenty-three years this association has conducted summer work at Lake Quinsigamond. As you know, we have quite a plant of our own, with attractive boat house, complete equipment, etc. We also have a beautiful camp site just below Lake Park, but have never been able to use the latter satisfactorily because of the lack of police protection.

The future of our work at the lake is quite a question because of the rapid growth of lawlessness and disorder. Last summer is was actually unsafe for our members to be out in canoes or rowboats in the evening because of the recklessness of the owners of auto boats; also the conditions along the shores of the lake were far from desirable.

Lake Quinsigamond is a great asset to the city of Worcester for weal or woe. Governed as it is at present, it is certainly running down, and we feel that about the only hope for it is in some such plan as your commission has outlined.

Respectfully yours,

(Signed) F. L. WILLIS,
General Secretary.

WORCESTER, MASS., Jan. 12, 1912.

RUFUS B. FOWLER, Esq.

DEAR SIR: — The Quinsigamond Boat Club has been in existence since 1857. Our present club house was built in 1884 and we have a membership of about 100. We have seen the crowds at the lake increasing year by year, and are naturally much interested in the preservation of order there. At present, though there is slight police control on the Worcester shore there is less than that upon the Shrewsbury side and none at all upon the water itself. While I cannot speak officially for the Q. B. C., I am personally strongly in favor of the plan as outlined by you at the hearing in the Board of Trade Hall.

Yours very truly,

(Signed) OLIVER H. EVERETT,
President Quinsigamond Boat Club.

WORCESTER, MASS., Jan. 12, 1912.

MR. RUFUS FOWLER, *Chairman Quinsigamond Lake Commission,*
Worcester, Mass.

MY DEAR MR. FOWLER: — I am very sorry that the Quinsigamond Boat Club, the oldest and probably the best known of the lake clubs, will not have a meeting until after your report has gone into the Legislature, and consequently I cannot endorse your scheme as an officer of the club. Individually, I was abso-

lutely converted by the meeting last week, and would be glad to do anything in my power to help the plan as outlined by you that night.

Very truly yours,

(Signed) L. F. WOODWARD.

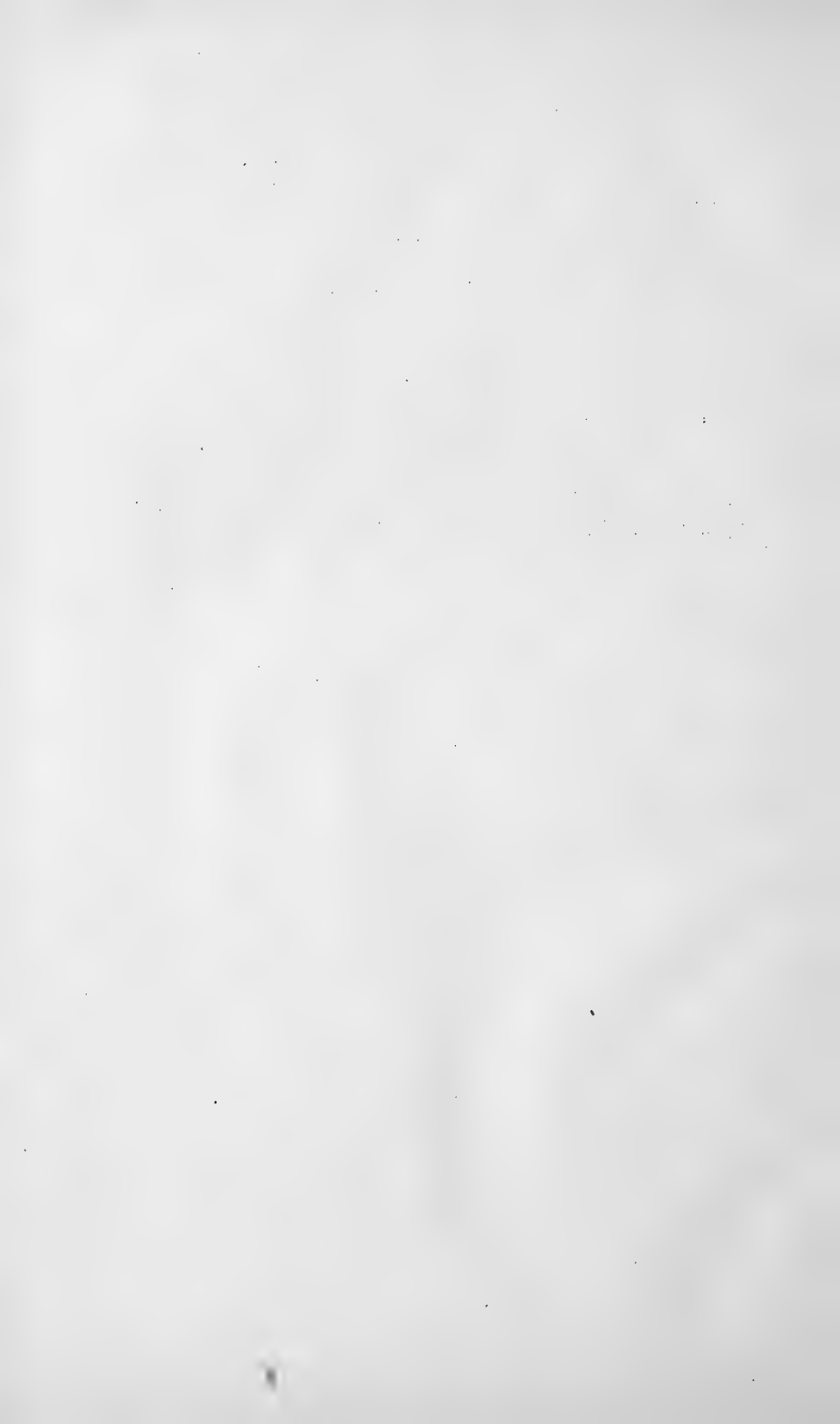
THE WORCESTER NATIONAL BANK,
WORCESTER, MASS., Jan. 12, 1912.

Mr. RUFUS B. FOWLER, *Secretary of the Commission of the State Reservation for Lake Quinsigamond, Worcester, Mass.*

DEAR SIR:—As one of the older members of the Quinsigamond Boat Club, I have been a frequent visitor to the lake for fifty years, and wish to say to you that I heartily approve of the plan of the reservation of the lake that is proposed by your commission.

Yours very truly,

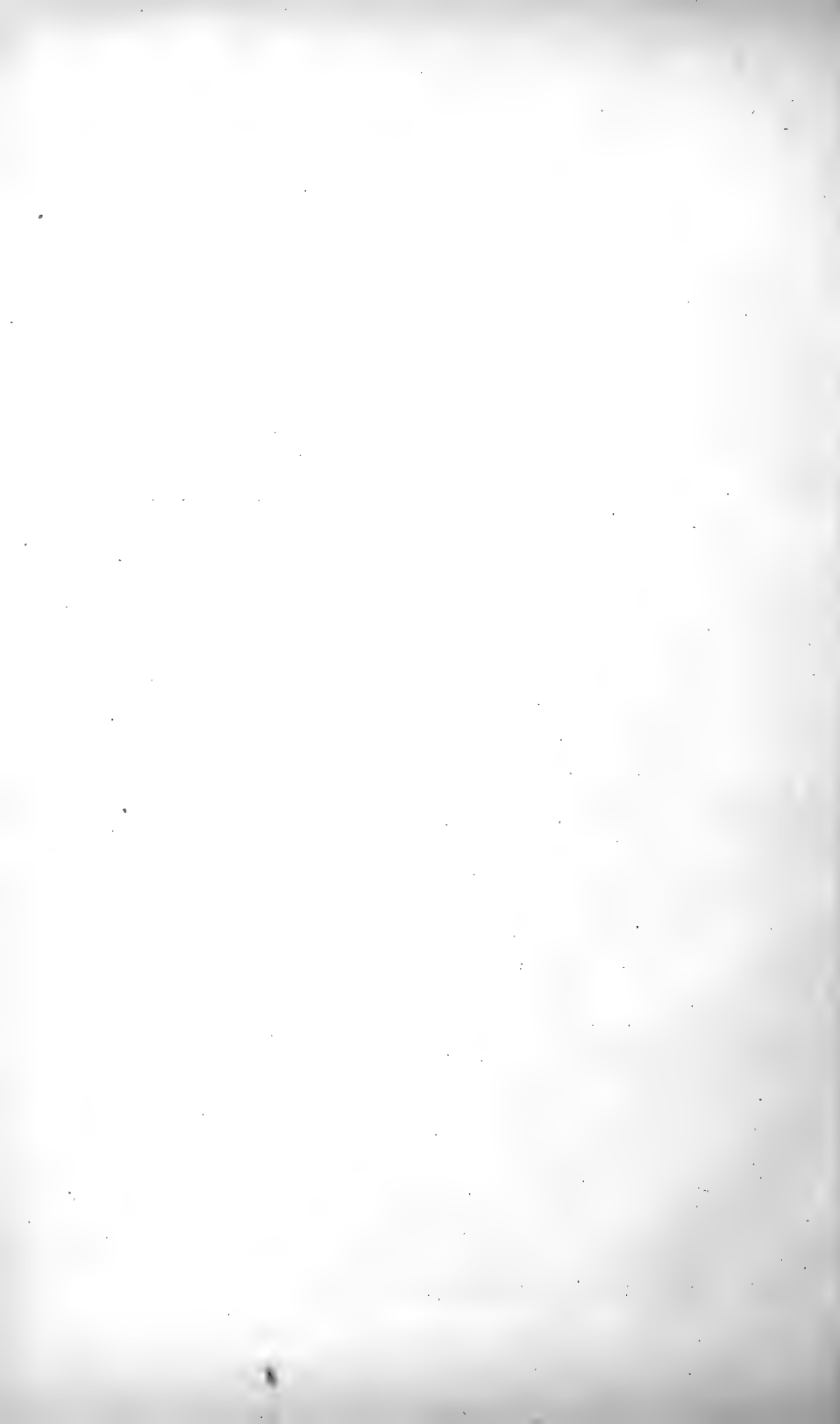
(Signed) J. P. HAMILTON.





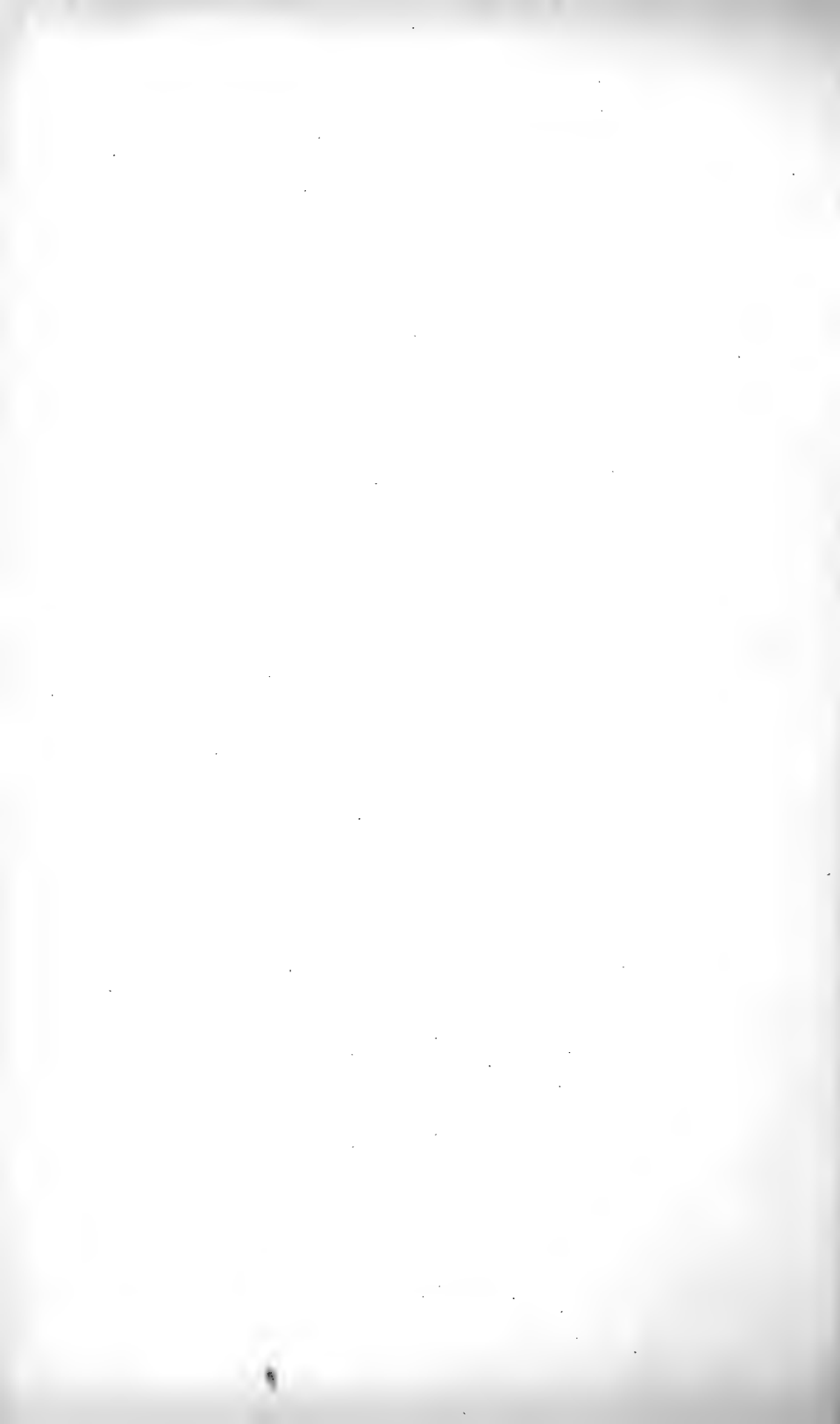


LAKE QUINSIGAMOND, LOOKING SOUTH.





CONGESTED SECTION, LAKE QUINSIGAMOND.





WASHINGTON CLUB HOUSE.



1914

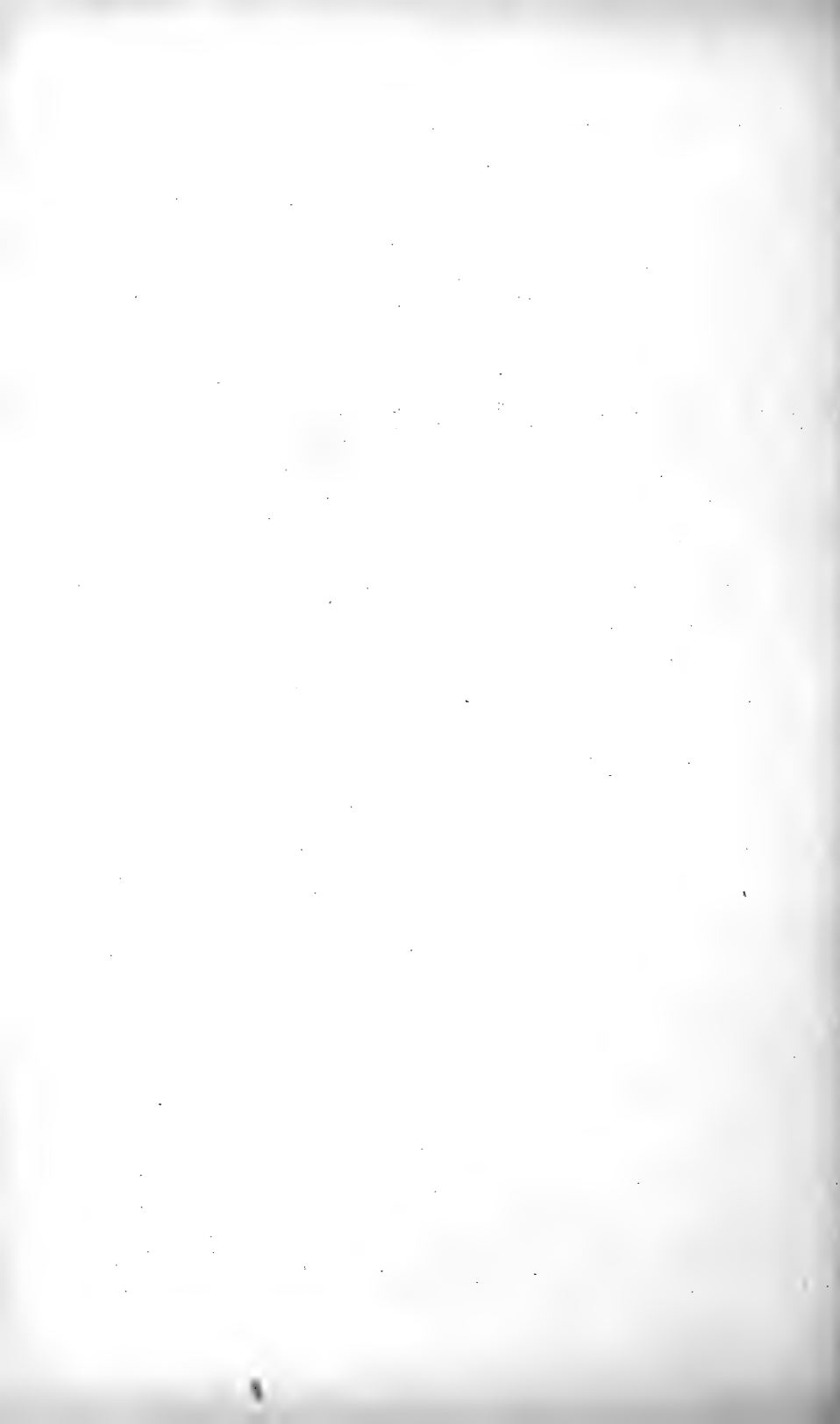


THE WHITE CITY.





LAKE QUINSIGAMOND. — ICE HOUSE.





NORTH QUINSIGAMOND AVENUE.





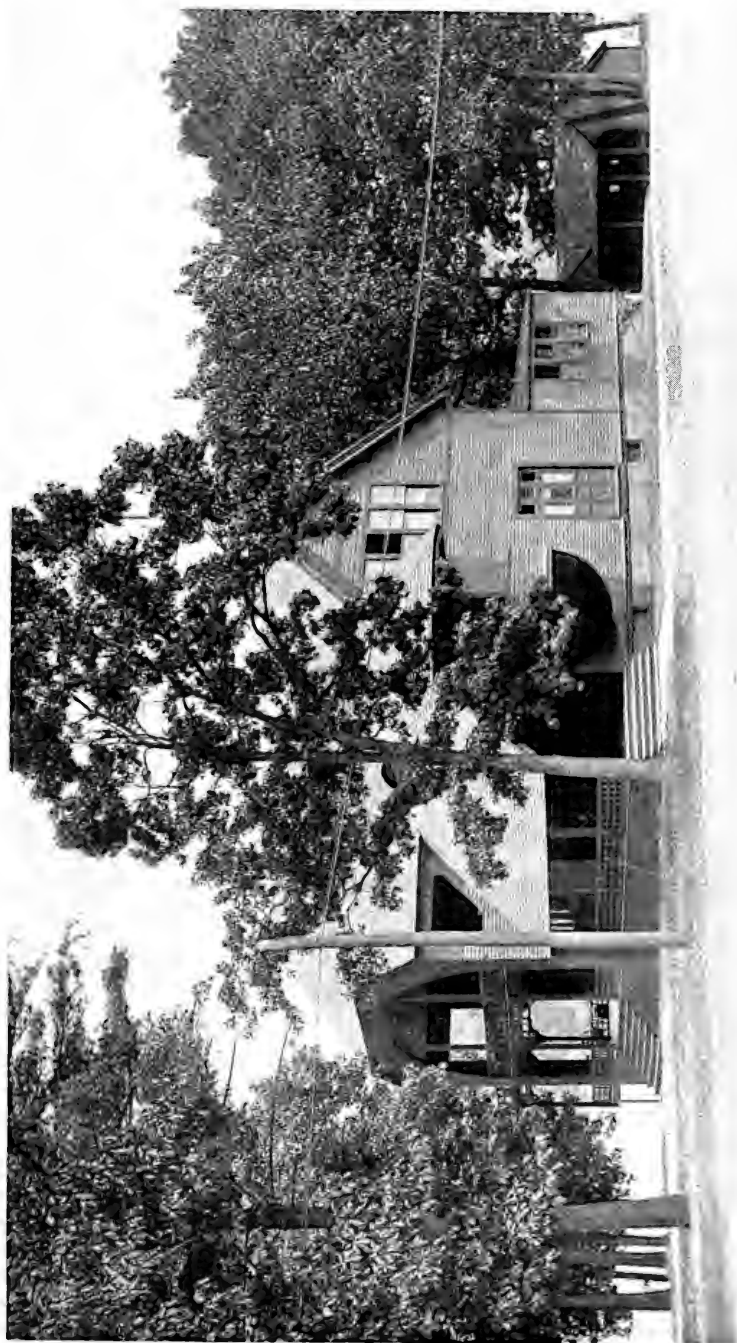
CONGESTED SECTION, WORCESTER SHORE.





QUINSIGAMOND BOAT CLUB.



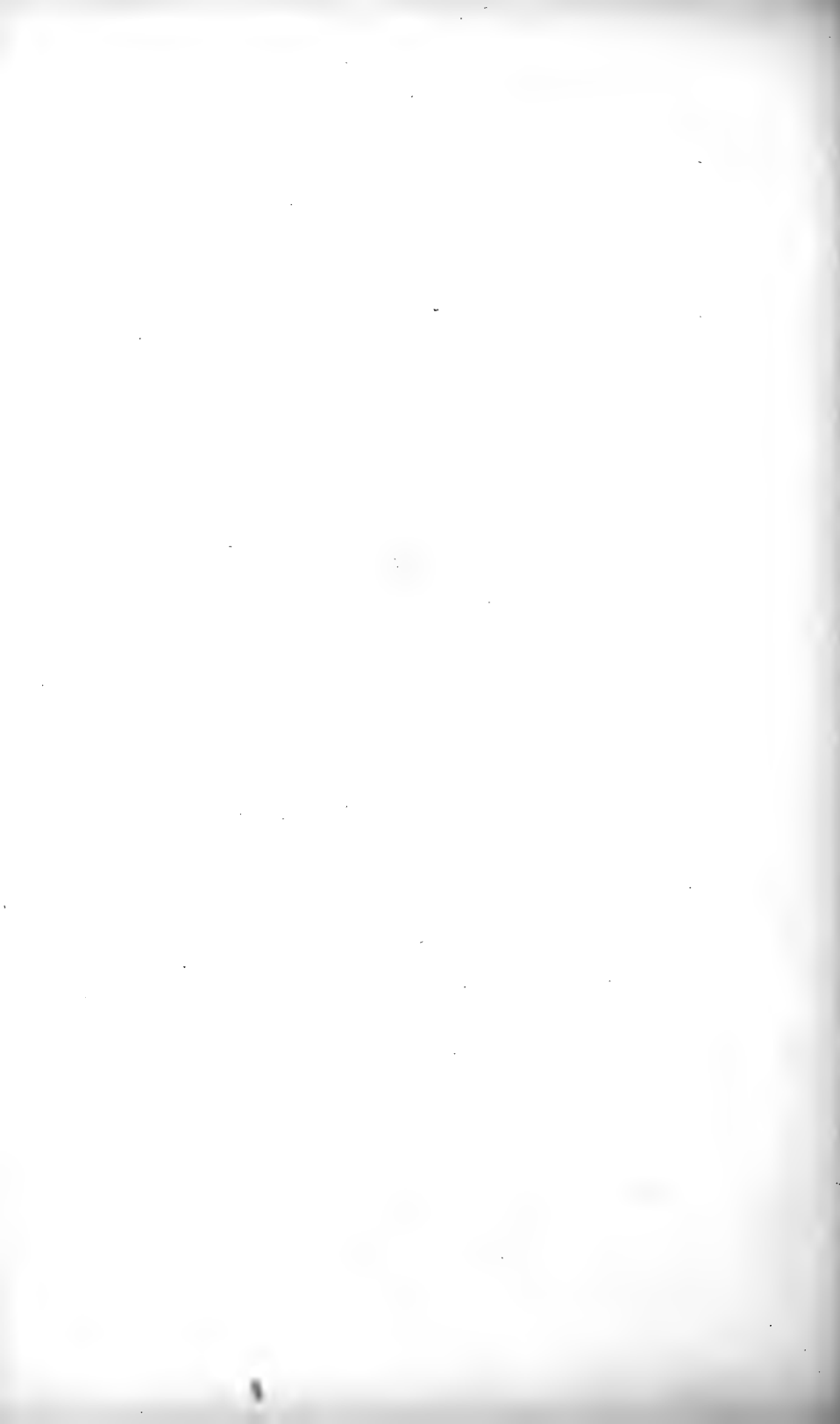


LAKESIDE BOAT CLUB





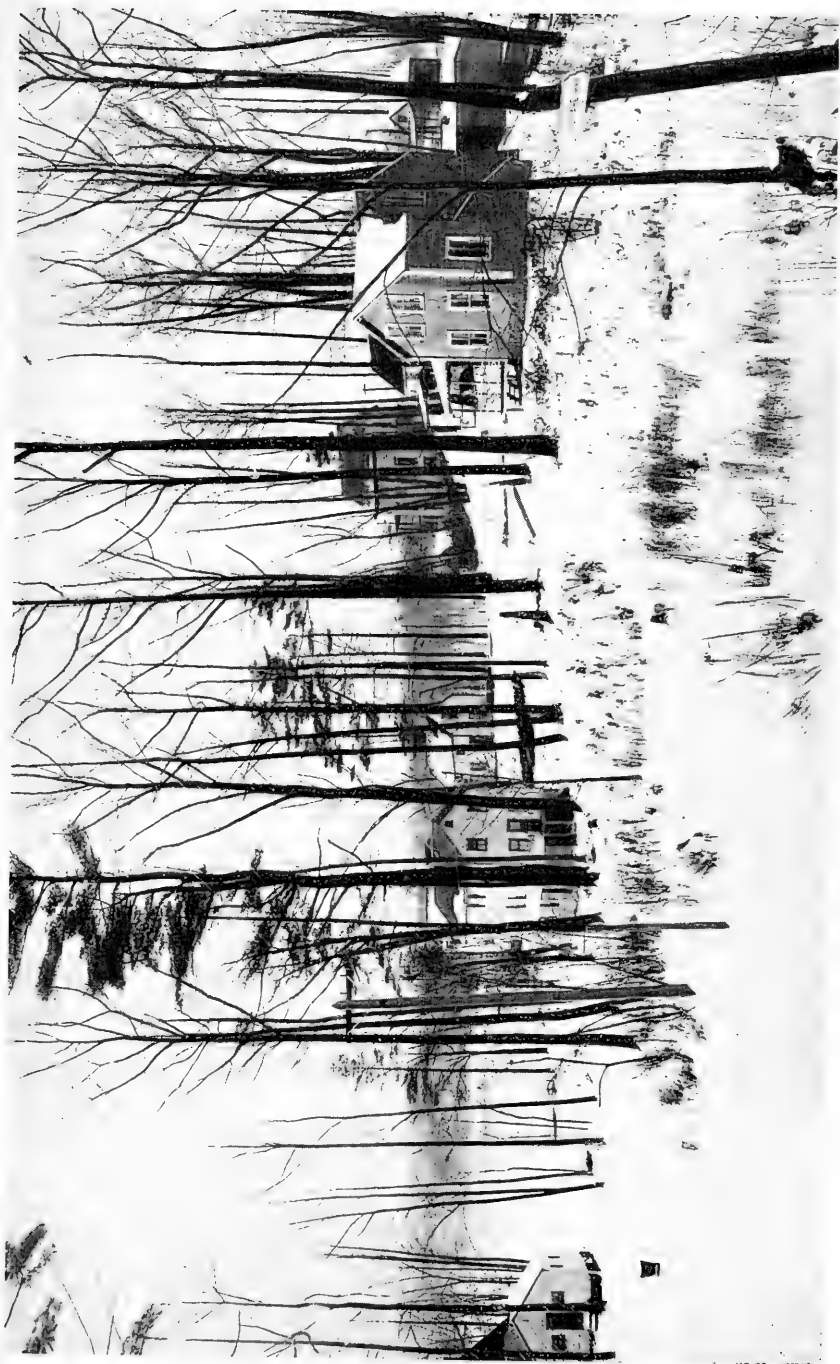
A MODERN RESIDENCE, LAKE QUINSIGAMOND.





SOUTH QUINSIGAMOND AVENUE.





SHREWSBURY SHORE, LAKE QUINSIGAMOND.





WORCESTER SHORE, LAKE QUINSIGAMOND.





LAKE QUINSIGAMOND. — "ONCE A FOREST."





TATASSIT CANOE CLUB.





SUMMER RESIDENCE, LAKE QUINSIGAMOND.





BIGELOW RESIDENCE, LAKE QUINSIGAMOND.





LAKE QUINSIGAMOND, LOOKING NORTH.

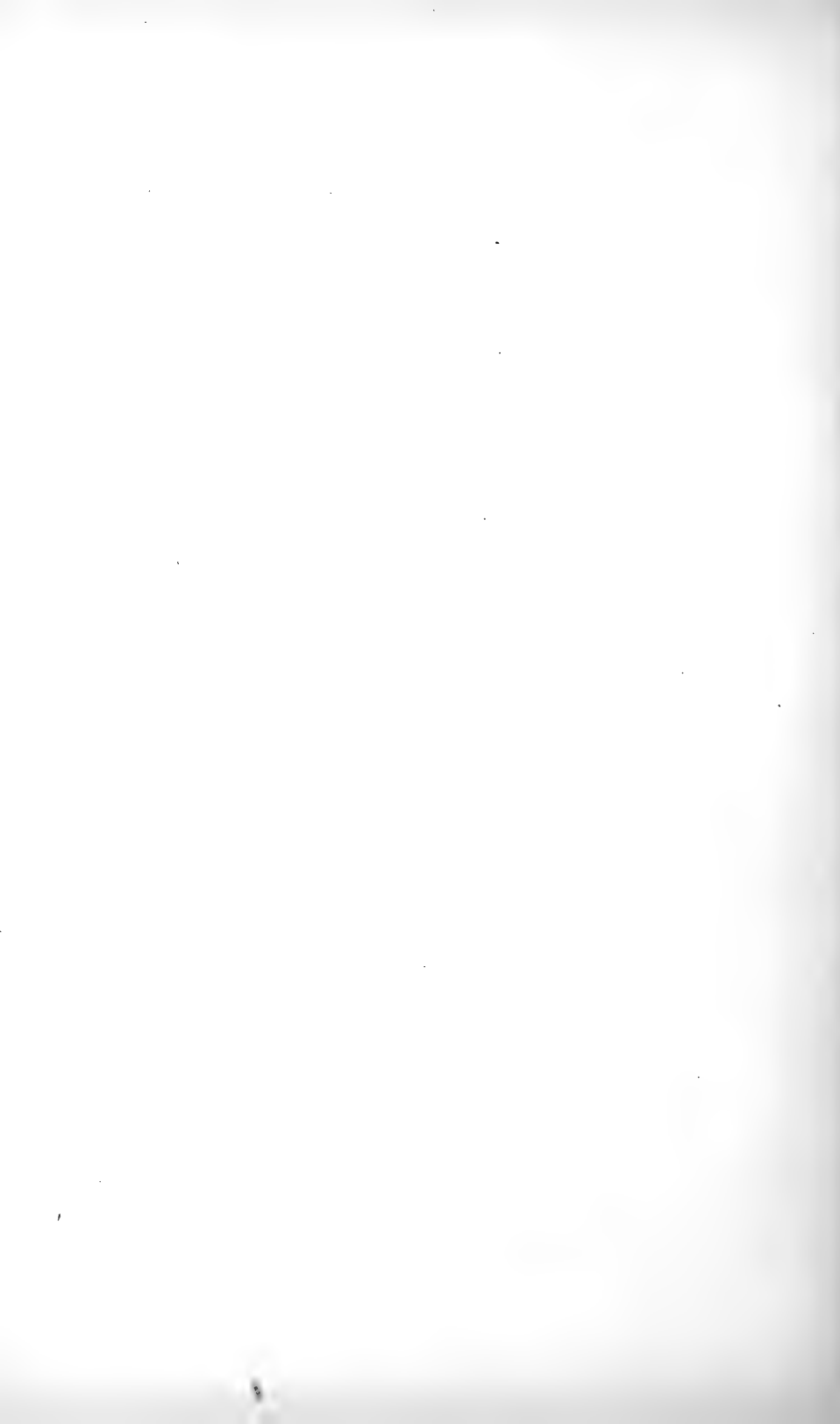


COBURN COTTAGES, LAKE QUINSIGAMOND.



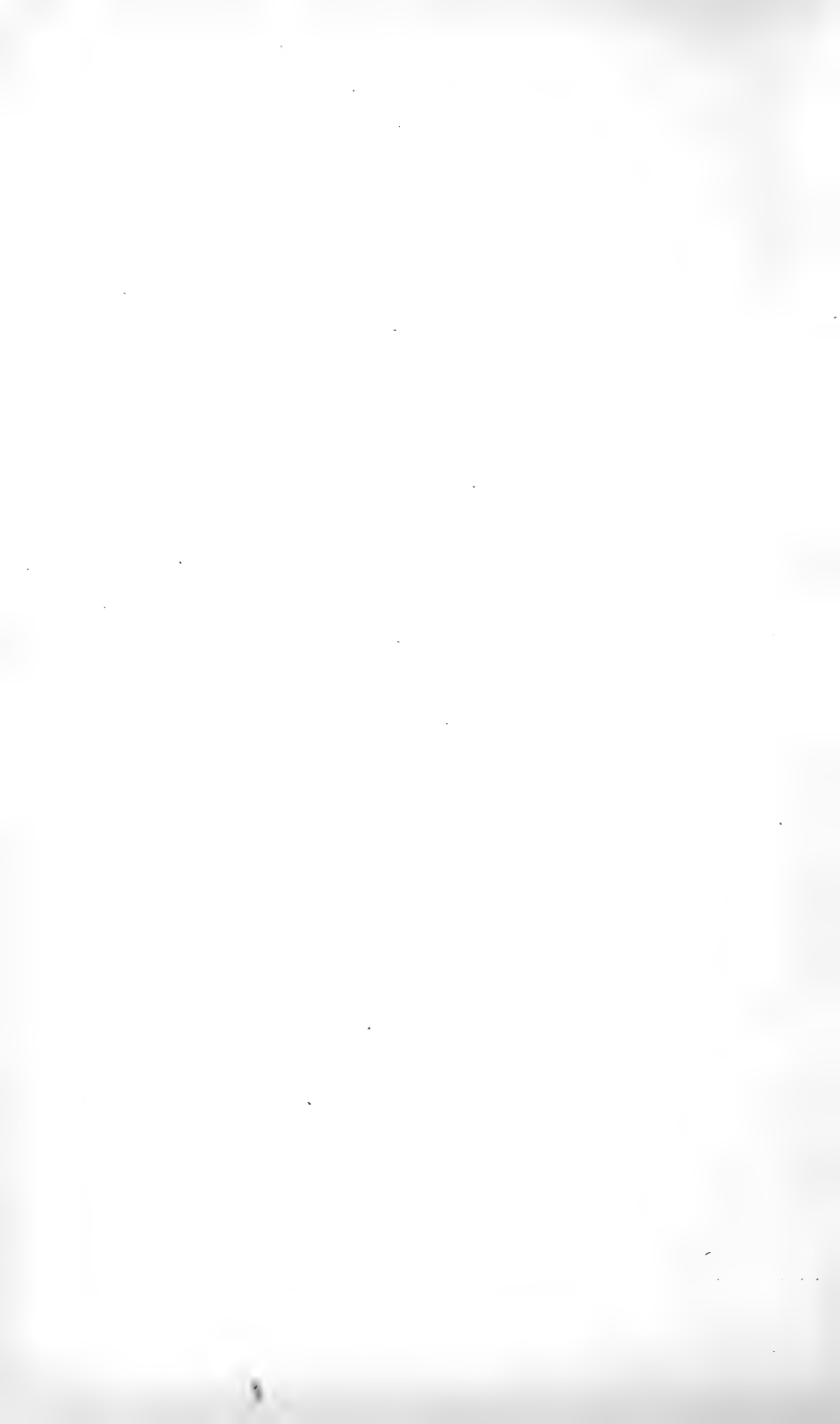


KINGS POINT, LAKE QUINSIGAMOND.





LAKE QUINSIGAMOND, FROM LAKE PARK.



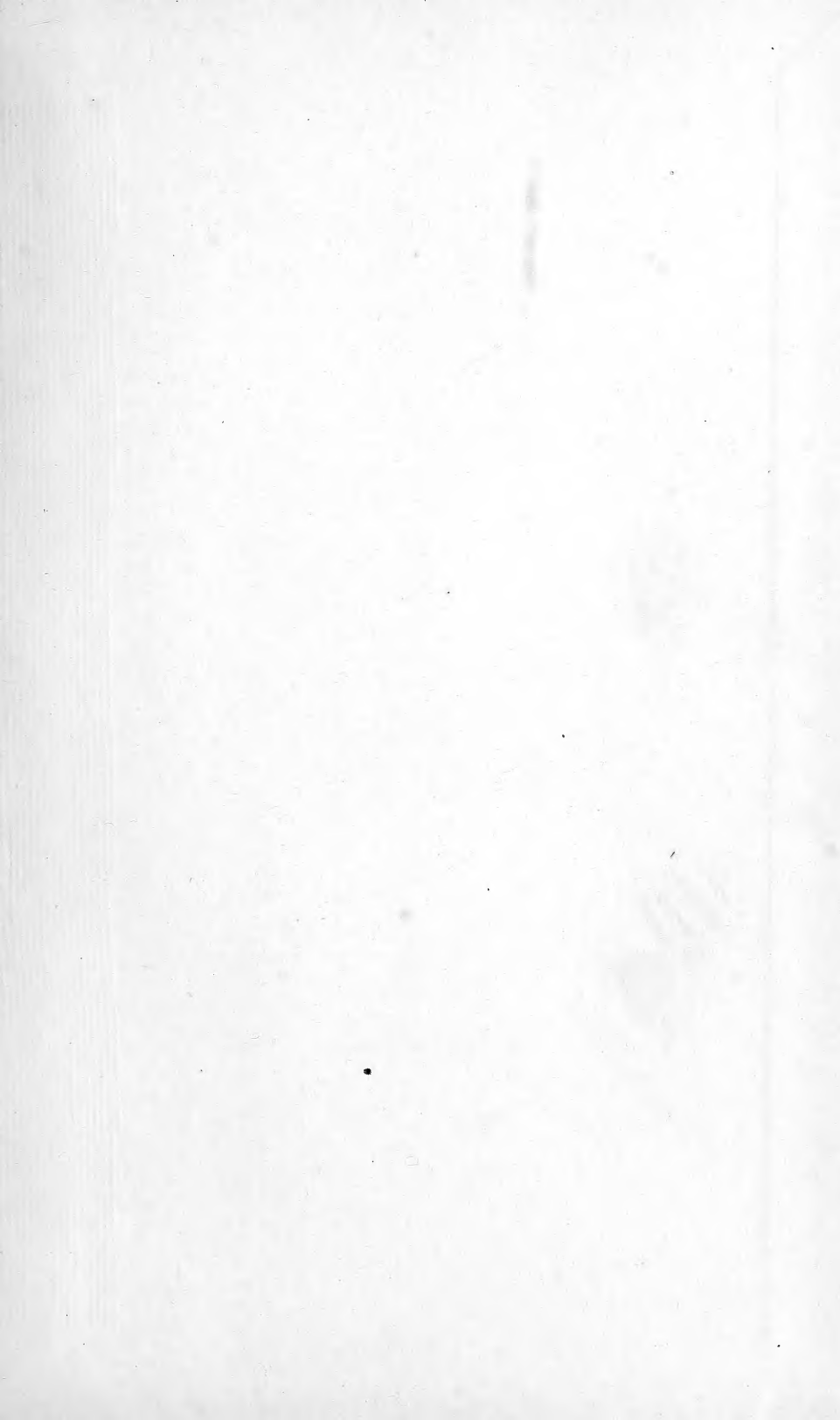


LAKE QUINSIGAMOND. -- COTTAGES.









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